



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 24-083

Issued: 12 July 2024

Note: This Proposed Airworthiness Directive (PAD) is issued by EASA, acting in accordance with Regulation (EU) 2018/1139 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 129 of that Regulation.

In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance of an EASA Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below.

All interested persons may send their comments, referencing the PAD Number above, to the e-mail address specified in the 'Remarks' section, prior to the consultation date indicated.

Design Approval Holder's Name:

AIRBUS S.A.S.

Type/Model designation(s):

A300, A300-600 and A300-600ST aeroplanes

Effective Date: [TBD - standard: 14 days after AD issue date]

TCDS Number(s): EASA.A.172 and EASA.A.014

Foreign AD: Not applicable

Supersedure: None

ATA 57 – Wings – Main Landing Gear Support Rib 5 – Inspection

Manufacturer(s):

Airbus, formerly Airbus Industrie

Applicability:

Airbus A300B4-203, A300B4-2C, A300C4-203 and A300F4-203 aeroplanes, all manufacturer serial numbers (MSN) on which Airbus Service Bulletin (SB) A300-57-0254 (modification (mod) 13534) was embodied in service.

A300B4-603, A300B4-605R, A300B4-622, A300B4-622R, A300C4-620 and A300F4-605R aeroplanes, all MSN on which Airbus SB A300-57-6110 (mod 13534) was embodied in service, except those in post-mod 11912 configuration.

A300F4-608ST aeroplanes, all MSN on which Airbus mod 19663 was embodied in production or SB A300-57-9022 was embodied in service, except those in post-mod 11912 configuration.



Definitions:

For the purpose of this AD, the following definitions apply:

The applicable SB: Airbus Service Bulletin (SB) A300-57-0262, SB A300-57-6125 or SB A300-57-9037, as applicable.

Affected areas: Each of the seven critical spotfaces on each main landing gear (MLG) support Rib 5 lower flange, inboard and outboard of Rib 5 on left-hand (LH) and right-hand (RH) sides, as defined in the applicable SB, except those that have previously been repaired in accordance with Airbus Repair Instructions RI R572-43667, all sheets.

Affected part: Any MLG support Rib 5, except those having Part Number (P/N) A57240810-006, P/N A57240810-007, P/N A57240810-008, P/N A57240810-009, P/N A57240810-010 or P/N A57240810-011.

Reason:

As a result of in-service cracking in the MLG attachment fitting at Rib 5, gear Rib 5 lower flange area has been subject of two consecutive mandated retrofit modifications (mandated respectively by, EASA AD 2011-0029 and AD 2011-0028) to increase corner radius, diameter, and depth of the critical spotfaces in order to decrease the stress level generated in the structure.

Following occurrences of lower flange cracking reported on aeroplanes in mandated retrofit post-mod but production pre-mod 11912 configuration, Airbus published All Operators Telex (AOT) A57W017-21 to require a one-time fluorescent penetrant inspection for cracks of all pre-mod Airbus 11912 aeroplanes.

Since that AOT was published, Airbus conducted additional investigation and determined that the root cause of the cracking was the incorrect accomplishment of modification SB instructions, leading to deviation from approved design.

This condition, if not detected and corrected, could reduce the structural integrity of the aeroplane.

To address this potential unsafe condition, Airbus issued the applicable SB, providing inspection instructions.

For the reason described above, this AD requires a one-time Special Detailed Inspection (SDI) of the affected areas and, depending on findings, accomplishment of applicable corrective actions.

Required Action(s) and Compliance Time(s):

Required as indicated by this AD, unless the action(s) required by this AD have been already accomplished:

Inspection(s):

- (1) Within 30 months after the effective date of AD, accomplish a one-time SDI of each affected area of each affected part in accordance with the instructions of the applicable SB.



Corrective Action(s):

- (2) If, during the SDI as required by paragraph (1) of this AD, any findings are found as defined in the applicable SB, before next flight, contact Airbus for approved corrective action instructions and accomplish those instructions accordingly.

Ref. Publications:

Airbus SB A300-57-0262 original issue dated 27 March 2024.

Airbus SB A300-57-6125 original issue dated 27 March 2024.

Airbus SB A300-57-9037 original issue dated 27 March 2024.

The use of later approved revisions of the above-mentioned documents is acceptable for compliance with the requirements of this AD.

Remarks:

1. This Proposed AD will be closed for consultation on 09 August 2024.
2. Enquiries regarding this PAD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
3. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this PAD, and which may occur, or have occurred on a product, part or appliance not affected by this PAD, can be reported to the [EU aviation safety reporting system](#). This may include reporting on the same or similar components, other than those covered by the design to which this PAD applies, if the same unsafe condition can exist or may develop on an aircraft with those components installed. Such components may be installed under an FAA Parts Manufacturer Approval (PMA), Supplemental Type Certificate (STC) or other modification.
4. For any question concerning the technical content of the requirements in this PAD, please contact: AIRBUS – 1IALW (Airworthiness Office),
E-mail: continued.airworthiness-wb.external@airbus.com.

